

Transcript from Residential Area Workshop #7 Transportation - December 9, 2009



Mount Pleasant

Community
planning program

The following document is a collection of transcripts of comments made by community participants at the second residential area workshop held on December 9, 2009. The workshop forms part of the Mount Pleasant Community Planning Program www.vancouver.ca/mountpleasant. The collections of transcripts cover discussions about four residential areas (North, South, Central, and West) in Mount Pleasant ([see Map](#)).

How the Transcripts were recorded

Over 21 people attended Residential Area Workshop #7. Participants divided themselves into two groups according to the residential area in Mount Pleasant they wished to discuss. The workshop started with participants reviewing issues/goals that had been identified in previous community engagements and adding those not already listed. Participants then placed a GREEN dot on the issues/goals that they wanted to discuss, added comments on the appropriateness/adequacy of existing City policy and why. Next participants prioritized which issues/goals that were not being adequately addressed by placing a RED dot next a comment or policy statement. Participants next suggested possible changes or refinements to existing City policy, including possible new policy, to address their key issues/goals. Finally, each group reported out on their key issues and policy discussions to the larger group. Comments about the West Area are combined with Central Area comments and comments for the South Area are combined with North Area comments.

Understanding the Transcripts

There are three columns outlined on the workshop poster: **Issues/Goals** lists comments previously identified by Community Fair and workshop participants and are written in "normal" type; the second column contains existing **City Policy**; and the third column contains **Comments** received from participants at the RAW #7 workshop and are written in "*italic*" type.

The dots at the end of certain comments indicate the number of workshop participants who felt that the comment should be prioritized for discussion to explore any possible policy changes, additions or development.

Central Area

Task #1

Issues/Goals for Transportation, and City Policy

Issues/Goals	City Policy	Comments
<p>Traffic Calming</p> <p>Need more traffic calming, and reinforce existing traffic calming (2 green dots)</p> <p>Reduce commuting traffic (2 green dots)</p> <p>Create car free streets (3 green dots)</p> <p>Control east-west traffic on residential streets</p> <p>Make streets safer</p> <p>Reduce shortcutting along Sophia from 12th to 16th; have 4-way stop at 14th</p> <p>Provide traffic calming on 16th, 12th and Broadway between Ontario and Sophia</p> <p>Provide traffic diversions east of Main</p> <p>More trees along wide streets may deter speeding</p>	<p>Traffic Calming: involves slowing the speed or reducing the volume of traffic on neighbourhood streets. Traffic calming includes measures such as traffic circles, speed humps, corner bulges, partial diverters, diagonal diverters, right-in-right-out diverters, signs, street closures, and street narrowing.</p> <p>Transportation Plan: accommodates the expected growth in demand for transportation in the city through an expansion of transit, and by encouraging walking and biking for short local trips. As well as allowing city residents to rely less on the car, an important aim of the Transportation Plan is to help to reduce the impact of traffic on residential streets and neighbourhood centres.</p> <p>40 km/hr on local streets: The City's Transportation Plan recommended reducing the speed limit on local side streets from 50 km/h to 40 km/h. The City has applied to the Province to amend the Motor Vehicle Act to allow the proposed reduction to the speed limit. The City is currently awaiting the necessary change to the Motor Vehicle Act. Once this has been done, the City will have the ability to introduce the new speed limit.</p>	<ul style="list-style-type: none"> ▪ <i>laneways need to be addressed as part of the transportation plan – use them more fully as ped/cycling routes while preserving emergency access and incorporating innovation in waste management – smaller containers</i> ▪ <i>4-way stop at Scotia and 5th</i> ▪ <i>alternatives to 4-way stop – traffic circles</i> ▪ <i>4-way stop at Sophia and 11th is needed for pedestrian and bike safety</i> ▪ <i>Vancouver is responding well to the traffic calming initiatives – it is a greener city</i> ▪ <i>apartment building at Main and 33rd has been struck by cars 3 times in the last three years (1 green dot)</i> ▪ <i>address issue at source e.g. accessibility of car, pullouts for cabs</i> ▪ <i>land use planning (access and proximity)</i> ▪ <i>keep traffic to major arterials while recognizing arterials as shopping streets</i> ▪ <i>provide a range of mobility options e.g. transit, car share</i> ▪ <i>more street trees make greener landscape (3 green dots)</i> ▪ <i>more care free bike/skateboard/rollerblade streets</i> ▪ <i>restrict car access to side streets eastside of Main St, except shopping areas</i> ▪ <i>control traffic at intersections</i>

Issues/Goals	City Policy	Comments
<p>Provide 4-way stops on all residential streets (6 green dots)</p>	<p>Stop sign infill: In 2006, the City completed the Stop Sign Infill Program and all intersections now have some assigned right-of-way or traffic control for one or more of the approaches to the intersection. There may be circumstances where a change in orientation or the addition of 4-way stops is appropriate.</p>	<ul style="list-style-type: none"> ▪ <i>address shortcutting on Scotia St.</i> ▪ <i>Manitoba at 12th and at Broadway – traffic travels through area against one-way directions</i> ▪ <i>put a median down Kingsway with trees – make it more pedestrian friendly</i> ▪ <i>reduce car traffic on 10th (bike route)</i> ▪ <i>where densification happens put traffic calming in place for ped/bike safety i.e. 11th and Sophia</i> ▪ <i>encourage car sharing</i> ▪ <i>more street trees – make greener landscape – (3 green dots)</i>
<p>Parking Provide more permit only parking (street parking spots occupied by commercial parking) (1 green dot)</p> <p>Have permit only parking near Main and 15th</p>	<p>Parking on residential streets: Parking is permitted on unregulated residential streets. Residents who live on streets near facilities which increase parking pressures can request “resident parking only”, or, in some cases, be integrated into a “resident permit parking” system.</p>	<ul style="list-style-type: none"> ▪ <i>Review parking requirements</i> ▪ <i>explore ways to manage/limit overall parking space requirements – e.g. cap</i> ▪ <i>address TDM at community level vs. DVLTL level</i> ▪ <i>need car pooling – support measures for businesses and services in area for workers to use</i> ▪ <i>limit parking near intersections – increase the distance from corner to where a car can park – make it 15 ft</i>
<p>Regional Transportation Planning</p>		<ul style="list-style-type: none"> ▪ <i>e.g. Clark/Knight whole route study need for Grandview Hwy</i> ▪ <i>consider Vancouver as part of region</i> ▪ <i>deal with suburbs – advocate for sustainable transportation</i> ▪ <i>Gateway project?</i> ▪ <i>policy statement on how to deal with Gateway re: shipping needs etc.</i>
<p>Road and Sidewalk Maintenance Road condition of 16th is poor – heaved in the middle (1 green dot)</p>	<p>Street maintenance: Engineering’s Streets Division is responsible for the design, construction, and maintenance of sidewalks, streets, bridges, and structures for</p>	<ul style="list-style-type: none"> ▪ <i>16th is a natural peat bog - asphalt buckles every 2-3 years - why fight it - make it a greenway (3 green dots)</i>

Issues/Goals	City Policy	Comments
<p>Improve sidewalk at bus stop north side of Broadway near Kingsway</p>	<p>pedestrians, cyclists, and vehicles. The city is consistently repairing potholes and sidewalk heaving, and removing graffiti, snow, ice and leaves from our streets.</p> <p>Sidewalks: City Council has adopted a broad policy to complete the sidewalk network (with sidewalks on both sides of the streets) based on the following priorities: transit routes; arterial streets; pedestrian collector streets; higher zoned streets; and local residential streets</p>	<ul style="list-style-type: none"> ▪ <i>make sidewalk wider on south side of Broadway at Main - the sidewalk is now blocked by bus shelter</i>
<p>Transit</p> <p>Provide reliable adequate bus service</p> <p>Make transit more affordable (2 green dot)</p> <p>Take transit downtown without transfer (3 green dots)</p> <p>Provide more #3 buses (1 green dot)</p> <p>Provide 24 hour buses</p> <p>Consider how future transit - whether underground or up on street level – might impact at different levels</p> <p>Wheelchair accessible for buses</p> <p>Need to involve the public for feedback before narrowing to the three options recommended by the Millennium Line consultants</p>	<p>Vancouver/UBC Transit Plan: approved by City Council and the TransLink Board in 2005, recommended changes to existing transit corridors to accommodate future demand. Among recommendations from the Area Transit Plan were the addition of new transit routes, changes to routes, increased frequency of service and more community shuttles.</p> <p>Transportation Plan: accommodates the expected growth in demand for transportation in the city through an expansion of transit, and by encouraging walking and biking for short local trips. As well as allowing city residents to rely less on the car, an important aim of the Transportation Plan is to help to reduce the impact of traffic on residential streets and neighbourhood centres.</p> <p>UBC Line: In January 2008, the Province of British Columbia announced a \$14 billion Provincial Transit Plan, including provisions for high capacity rapid transit serving the Broadway Corridor from Commercial Drive to UBC. A major study is now underway to determine the best alignment and technology. The City of Vancouver, Metro Vancouver, UBC, and the University Endowment Lands are directly involved as partner agencies.</p>	<ul style="list-style-type: none"> ▪ <i>SkyTrain works 100% better than buses, faster, less disruptive to traffic, quieter (1 green dot)</i> ▪ <i>SkyTrain access to UBC</i> ▪ <i>bring more of UBC to downtown, why commute at all – expand campus at Robson Square</i> ▪ <i>charge for transit based on distance travelled not zones – facilitate by having machines calculate price of ticket – travelling a single stop that straddles two zones invites fare evasion</i> ▪ <i>increase number of buses on Main St. – people wait too long and buses are too crowded</i> ▪ <i>provide more early morning and evening 99 B-line buses</i> ▪ <i>allowing parking on Broadway between Cambie and Oak creates problems for bus drivers</i>

Issues/Goals	City Policy	Comments
<p>Walking</p> <p>What are the ways to make sidewalk wider? (2 green dots)</p> <p>What is the plan for the intersection at Main/Broadway/Kingsway?</p> <p>Provide pedestrian/bike light at Ontario and 16th (1 green dot)</p> <p>Need crossing for 16th & Prince Edward</p> <p>Some trade off of building height for sidewalk setback</p> <p>More pedestrian friendly with pedestrian refuge/protection</p> <p>Improve pedestrian safety at Kingsway and Broadway, 10th, 12th, and Fraser intersections</p> <p>Provide pedestrian light at 16th and Prince Edward</p>	<p>Greenways: In 1995, Council adopted the Vancouver Greenways Plan. There are 16 Greenways planned to create a city-wide network covering about 140 km linking important city destinations. The objective is to have a Greenway within a 25 minute walk or 10 minute bike ride from every residence in the city. Vancouver's Greenways take the form of waterfront promenades, streets, urban walks, environmental demonstration trails, heritage walks, and nature trails. (1 green dot)</p> <p>Transportation Plan: accommodates the expected growth in demand for transportation in the city through an expansion of transit, and by encouraging walking and biking for short local trips. As well as allowing city residents to rely less on the car, an important aim of the Transportation Plan is to help to reduce the impact of traffic on residential streets and neighbourhood centres. (1 green dot)</p> <p>Traffic signal program: The City approves new or modified traffic signals based on a city-wide priority ranking system. Potential signal locations are identified by staff, residents, community groups, the police, developers, and others. Each request receives a review of the intersection and the existing traffic conditions. Where appropriate, the City seeks cost-sharing from TransLink, ICBC, developers, or others. (1 green dot)</p>	<ul style="list-style-type: none"> ▪ <i>enforce stop signs at pedestrian controlled intersections: very dangerous to pedestrians</i> ▪ <i>better east west connectivity at Main and 5th – pedestrian bridge</i> ▪ <i>provide direct crossing on east side the Kingsway and Prince Edward intersection</i> ▪ <i>provide lighting that is pedestrian focused rather than car focused especially where trees prevent light from illuminating sidewalks (2 green dots)</i> ▪ <i>street lights provide adequate illumination parks have multiple uses</i>
<p>Biking</p> <p>Create bike lanes on Main Street</p> <p>Provide more bike racks and scooter parking (4 green dots)</p> <p>Repave East 10th bike route (east of Prince Edward)</p> <p>Provide speed bumps along all bike routes</p>	<p>Bicycling: Cycling is one of the City of Vancouver's transportation priorities. CityPlan: Directions for Vancouver (approved 1995) endorsed transit, walking and biking as a priority. The Transportation Plan (approved 1997) and the Downtown Transportation Plan (approved 2002) recommended cycling improvements to existing on-street facilities, facilities at destinations, better integration with transit, route signage, and education.</p>	<ul style="list-style-type: none"> ▪ <i>provide more bike racks on Main St. and in other high traffic shopping areas</i> ▪ <i>monitor cycling on Main Street sidewalk</i> ▪ <i>bike racks are needed on side streets not just on arterial streets</i> ▪ <i>bike routes should also be skateboard/roller blade routes</i> ▪ <i>work on creating truly segregated bike lanes (2 green dots)</i>

Issues/Goals	City Policy	Comments
Provide lights or stop signs in favour of cyclists along bike routes	<p>Transportation Plan: accommodates the expected growth in demand for transportation in the city through an expansion of transit, and by encouraging walking and biking for short local trips. As well as allowing city residents to rely less on the car, an important aim of the Transportation Plan is to help to reduce the impact of traffic on residential streets and neighbourhood centres.</p> <p>Bicycle parking: City by-laws have been updated to require secure bicycle parking in new multi-family and commercial developments. Electrical hook-ups are also now required to support e-bike parking.</p>	<ul style="list-style-type: none"> ▪ <i>bike lanes could be raised above care lanes in main roads like in Copenhagen – increases safety for cyclists (2 green dots)</i> ▪ <i>10th and Kingsway bike crossing: lights inspired by Melbourne bike lanes to calm traffic</i> ▪ <i>create bike lane on 16th as part of traffic calming measures</i> ▪ <i>more designated scooter/motorcycle parking (3 green dots)</i> ▪ <i>new bmx park – make it fun – trails bike elements/obstacles along bikeways</i> ▪ <i>skateboard elements along bikeways</i>
Street Network		<ul style="list-style-type: none"> ▪ <i>Continue Fraser Street to Great Northern Way to reduce traffic on Main Street</i>

Central Area

Task #2

What Should We Be Doing Differently?

Which issues/goals have not been adequately addressed?	Alternative approaches	Comments (what, why, where, how?)
<i>respond to cultural events in a way that embraces the geographical overlay of the city and its transportation routes</i>		
<i>cultural possibilities responding to the potentials for public spaces i.e. car-free day as a yearly event</i>		

North Area

Task #1

Issues/Goals for Transportation, and City Policy

Issues/Goals	City Policy	Comments
<p>Traffic Calming</p> <p>Need effective traffic calming, lots of shortcutting (e.g. on Glen, Scotia etc.)</p> <p>Reduce commuting traffic; reduce cars on the street</p> <p>Make Great Northern Way safer for residents and school children; slow traffic (e.g., on Great Northern Way, on Scotia)</p> <p>Install traffic diverters (e.g., 7th and Scotia); need traffic circles on Scotia Street (e.g. at 6th)</p> <p>Install speed humps in the 800 block of E. 7th, 800 blk of East 7th and school zone, St. Catherine between East 6 and 7th, St. Francis Xavier on 5th, and 300 blk on East 7th</p> <p>Speed bumps in all school zones</p> <p>Traffic circles are dangerous for pedestrians (cars go fast around circles and are not looking for pedestrians) otherwise traffic not really a problem in this area More traffic calming to slow cars near Queen Alexandra school Provide 4-way stops on all residential streets but not on cycling routes</p> <p>Enforce traffic calming</p> <p>Cars race down Scotia at 5th</p> <p>5th and Main – red light runners</p>	<p>Traffic Calming: involves slowing the speed or reducing the volume of traffic on neighbourhood streets. Traffic calming includes measures such as traffic circles, speed humps, corner bulges, partial diverters, diagonal diverters, right-in-right-out diverters, signs, street closures, and street narrowing.</p> <p>Transportation Plan: accommodates the expected growth in demand for transportation in the city through an expansion of transit, and by encouraging walking and biking for short local trips. As well as allowing city residents to rely less on the car, an important aim of the Transportation Plan is to help to reduce the impact of traffic on residential streets and neighbourhood centres.</p> <p>40 km/hr on local streets: The City's Transportation Plan recommended reducing the speed limit on local side streets from 50 km/h to 40 km/h. The City has applied to the Province to amend the Motor Vehicle Act to allow the proposed reduction to the speed limit. The City is currently awaiting the necessary change to the Motor Vehicle Act. Once this has been done, the City will have the ability to introduce the new speed limit.</p> <p>Stop sign infill: In 2006, the City completed the Stop Sign Infill Program and all intersections now have some assigned right-of-way or traffic control for one or more of the approaches to the intersection. There may be circumstances where a change in orientation or the addition of 4-way stops is appropriate.</p>	<ul style="list-style-type: none"> • <i>need traffic safety measure, especially for children, around new community centre – i.e. signage on Kingsway, bus stop, info centre (2 green dots, 2 red dots)</i> • <i>question the allowing of left hand running from Great Northern Way into Francis Xavier school</i> • <i>more traffic calming around Francis Xavier school during drop off/pick up times – often chaotic (3 red dots)</i> • <i>yes, reduce the speed on side streets</i> • <i>reducing speed to 30 km/h would have more safety benefits especially for children (this is closer to the speed threshold for fatalities)</i> • <i>the plants are too tall on traffic circles, this makes seeing difficult for cars and pedestrians</i> • <i>allow small electric cars on Vancouver's downtown peninsula and in Mount Pleasant, Strathcona, and False Creek areas (except on major roads)</i> • <i>physical changes first priority, then cameras if needed</i> • <i>encourage slower traffic between Fraser and Commercial</i> • <i>put in stop sign at Francis Xavier school heading west and zebra striped crosswalk (1 red dot)</i> • <i>provide more parking on site – developers should not receive bonuses of reduced parking for their projects – this will reduce the parking on the street (for north and south areas)</i>

Issues/Goals	City Policy	Comments
	<p>Intersection Safety Cameras Program: Beginning in 1998, the Province of British Columbia has conducted the Intersection Safety Camera Program (commonly known as Red Light Cameras). Intersections are chosen with the help of local police and historic crash data.</p> <ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> • • <i>further reduce parking requirements or unbundle parking from units – bundled parking is inefficient and reduces housing affordability</i> • <i>put speed bumps on side streets near schools (1 green dot)</i> • <i>need better traffic calming/enforcement on 5th Ave near Guelph Street across from Francis Xavier school (5 red dots)</i> • <i>cyclists run the red light at 5th and Main</i> • <i>the new lights at 1st and Main make it hard for traffic to see which lights are in effect; that is the lights at Main and 2nd or at Main and 1st</i> • <i>Prince Edward and Great Northern</i> • <i>Way intersection needs to be safer for pedestrians crossing east-west on south side</i> • <i>reduce parking requirements to allow services such as medical offices to operate on Main St./Broadway. There is a lack of such services in the area (3 green dots)</i>
<p>Walking</p> <p>Provide walking connection from Terminal to Great Northern Way (1 red dot)</p> <p>Connect to Strathcona with overpass over railway</p> <p>Install pedestrian light at Carolina and Broadway and 10th and Fraser</p> <p>Install crosswalk on Great Northern Way from Coop to Great Northern Way Campus</p> <p>Improve access from 5th Ave (between Fraser and Carolina) to GNW bus routes (e.g. steep grade, build overpass across to the campus side for transit)</p> <p>Put in greenway from new community centre along 7th to</p>	<p>Great Northern Way Campus: Future planning for the redevelopment and expansion of the Great Northern Way Campus includes the principle of “Neighbourhood Connectivity”. This principle encourages greater access between the campus and adjacent neighbourhoods.</p> <p>Greenways: In 1995, Council adopted the Vancouver Greenways Plan. There are 16 Greenways planned to create a city-wide network covering about 140 km linking important city destinations. The objective is to have a Greenway within a 25 minute walk or 10 minute bike ride from every residence in the city. Vancouver’s Greenways take the form of waterfront promenades, streets, urban walks, environmental</p>	<ul style="list-style-type: none"> • <i>install overpass at Main and 1st and Quebec and 1st for pedestrians, cyclists etc. to connect with Great Northern Way pathway – let an advertising company pay for it and let them have billboards elsewhere</i> • <i>an overpass from Prince Albert to Foley it is absolutely necessary. It would give UBC students an alternate route to UBC #84. As well the east bound #84 can take residents to VCC station – it would take some pressure off the 99 B-line</i> • <i>emphasize the need for a land bridge (like the Laurel land bridge in Fairview Slopes) over Great Northern Way from the escarpment to the asphalt pathway on Great Northern Way (4 green dots)</i>

Issues/Goals	City Policy	Comments
<p>China Creek Park, and pedestrian connections through Sahalli Park to Broadway, and turn Fraser from Broadway to 8th into a Woonerf or greenway (redevelop along the edges along Fraser)</p> <p>Install curb ramps everywhere for seniors and disabled with scooters</p> <p>Put in pedestrian signal along GNW especially with school nearby</p> <p>Improve connection between GNWC and Strathcona</p>	<p>demonstration trails, heritage walks, and nature trails.</p> <p>Transportation Plan: accommodates the expected growth in demand for transportation in the city through an expansion of transit, and by encouraging walking and biking for short local trips. As well as allowing city residents to rely less on the car, an important aim of the Transportation Plan is to help to reduce the impact of traffic on residential streets and neighbourhood centres.</p> <p>Traffic signal program: The City approves new or modified traffic signals based on a city-wide priority ranking system. Potential signal locations are identified by staff, residents, community groups, the police, developers, and others. Each request receives a review of the intersection and the existing traffic conditions. Where appropriate, the City seeks cost-sharing from TransLink, ICBC, developers, or others.</p> <p>Curb ramps: The Engineering Department is committed to providing a continuous and seamless pedestrian environment to all citizens. This includes sidewalks and curb ramps throughout Vancouver.</p>	<ul style="list-style-type: none"> • <i>pedestrian bridge over Great Northern Way should to Finning SkyTrain station</i> • <i>have a Glen Drive bicycle /walkway path to Strathcona next to Home Depot</i> • <i>need to extend the Great Northern Way bike/blading/stroll pathway north along Glen to Home Depot and then to Strathcona Park (using railway overpasses where necessary</i> • <i>install a subway from Finning lands from Millennium line to Broadway and connect to Canada Line (1 green dot)</i> • <i>Improve connections to Great Northern Way from St George, Prince Albert, St. Catherine's – upgrade north/south path at St. George connecting to GNW (1 red dot)</i> • <i>upgrade path at east side of Francis Xavier church</i> • <i>need new stairs at Fraser and GNW</i> • <i>widen sidewalks to improve pedestrian safety (narrow sidewalks on Broadway between Main and Kingsway esp. on north side)</i> • <i>make the lights at Main and Kingsway longer for pedestrians so that seniors and kids etc have more time to cross the street to the Kingsgate Mall</i> • <i>systematically reduce capacity of vehicles – they destroy the environment and communities</i> • <i>promote and encourage the use of laneways for pedestrians and/or bikes (1 red dot)</i> • <i>yes, need longer pedestrian lights at major intersections, Main and Broadway, Main and Kingsway</i> • <i>more bulges to reduce pedestrian crossing time and improve car flow (signal times)</i>

Issues/Goals	City Policy	Comments
<p>Road and Sidewalk Conditions</p> <p>Bottom of Prince Albert has steep stairs, no railing, and is muddy. Need better stairs, lighting, landscaping etc. to link people to GNWC. Could city purchase and create special pedestrian connection? Could be a special/historic place in the future (8 green dots) (6 red dots)</p> <p>Fix sidewalk on 6th between Brunswick and Scotia</p>	<p>Street maintenance: Engineering's Streets Division is responsible for the design, construction, and maintenance of sidewalks, streets, bridges, and structures for pedestrians, cyclists, and vehicles. The city is consistently repairing potholes and sidewalk heaving, and removing graffiti, snow, ice and leaves from our streets.</p> <p>Sidewalks: City Council has adopted a broad policy to complete the sidewalk network (with sidewalks on both sides of the streets) based on the following priorities: transit routes; arterial streets; pedestrian collector streets; higher zoned streets; and local residential streets</p>	<ul style="list-style-type: none"> • <i>if the City's priority is pedestrian focused then do a better job at building and enhancing, and maintaining safe walkways/stairways (see photos)</i> • <i>greater focus on monitoring (once a year) and maintaining existing walkways/stairs before building new ones (i.e. 311)</i> • <i>put in curb ramps/cut-outs that are smooth (that won't catch roller blade/walker wheels etc.) and still work for "white canes" (1 red dot)</i> • <i>use smooth asphalt on pathways too</i> • <i>repair curb ramp on south east corner of Main and Great Northern Way</i> • <i>1st and Main south east corner of sidewalk is filled in with dirt</i> • <i>sidewalks north of 6th on Carolina, St. George and Fraser streets are very steep – need gradients on sidewalks for walkers and an effective winter plan – City is slow to put up barricades when it snows (1 green dot, 2 red dots)</i>
<p>Biking</p> <p>Review visibility of bikers along bike routes from side streets (e.g. 7th and Scotia – cars coming out of 9th from east)</p> <p>Provide lights or stop signs in favour of cyclist on all bike routes</p> <p>Make St. George a Greenway/Bikeway connecting 6th/10th Ave bike routes</p> <p>Provide secure bike parking for apartment buildings and parks; extend post/ring bike parking on Main St to east and west streets</p> <p>Reduce volume and speed on 7th and Glen bike route</p>	<p>Bicycling: Cycling is one of the City of Vancouver's transportation priorities. CityPlan: Directions for Vancouver (approved 1995) endorsed transit, walking and biking as a priority. The Transportation Plan (approved 1997) and the Downtown Transportation Plan (approved 2002) recommended cycling improvements to existing on-street facilities, facilities at destinations, better integration with transit, route signage, and education.</p> <p>Transportation Plan: accommodates the expected growth in demand for transportation in the city through an expansion of transit, and by encouraging walking and biking for short local trips. As well as allowing city residents to rely less on the car, an</p>	<ul style="list-style-type: none"> • <i>further limit parking near corners to allow better visibility of cyclists</i> • <i>no, too few bikes on road – this light/stop sign in favour of cyclist would disrupt car flow and cause cars to stop/start too much, therefore cause more noise and air pollution</i> • <i>don't just plan for bikes, include skateboards, roller blades and push scooters as well</i> • <i>put in an asphalt pathway along E. 5th for bikes/blades/skateboards instead of just having a bike route</i> • <i>install a bike/roller blade/skateboard pathway (like GNW path) along Ontario from S.E. False Creek to west Mount Pleasant (1 red dot)</i>

Issues/Goals	City Policy	Comments
<p>Add speed humps to all bike routes</p> <p>Put bike parking in residential areas and in parks</p> <p>At Main and 5th right hand turning cars interfere with bikes</p> <p>Place trees on cycling routes</p>	<p>important aim of the Transportation Plan is to help to reduce the impact of traffic on residential streets and neighbourhood centres.</p> <p>Bicycle parking: City by-laws have been updated to require secure bicycle parking in new multi-family and commercial developments. Electrical hook-ups are also now required to support e-bike parking.</p>	<ul style="list-style-type: none"> • <i>install more post and ring racks in busiest shopping areas on Main St. - these are already overflowing at busy times of day</i> • <i>install an asphalt pathway from GNW pathway to Terminal and Thornton Park and then through to Strathcona (1 green dot)</i> • <i>bicyclist should be licensed and ticketed for bad driving and violating laws – the revenue from the licenses could help pay for bike routes (5 green dots)(3 red dots)</i> • <i>create separated bike lanes in areas with high traffic volumes and high speeds (5 red dots)</i> • <i>eventually a lane of traffic could be removed from Main St. this would allow construction of a cycle track (raised bike lane) that travelled behind bus shelters (2 green dots)</i> • <i>If B-line buses are removed from Broadway and there is no at grade transit replacement (light rail, rapid bus) then the curb lane should be replaced with a cycle track (2 green dots)</i> • <i>when bus lanes are removed take the opportunity to replace with a safer bike lane – not a car lane</i> • <i>use bike boxes on arterial streets outside of downtown</i> • <i>need north –south bike route on east side of Main St. (e.g. Prince Edward) this needs to be extended to Terminal when False Creek Flats develops</i> • <i>keep bikes off main roads – too dangerous for bikes and too polluted for cyclists</i>
<p>Transit</p> <p>Provide better access to transit</p> <p>Need better connection to Broadway from the VCC SkyTrain station</p>	<p>Vancouver/UBC Transit Plan: approved by City Council and the TransLink Board in 2005, recommended changes to existing transit corridors to accommodate future demand. Among recommendations from the Area Transit Plan were the</p>	<ul style="list-style-type: none"> • <i>provide small shuttle buses from VCC SkyTrain to Broadway (these are used in the West End)</i> • <i>provide shuttle bus that can run through Mount Pleasant are dropping off people at Kingsgate</i>

Issues/Goals	City Policy	Comments
<p>Have 99 B-line stop at Fraser and Broadway</p> <p>Take transit downtown without transfer</p> <p>Provide 24 hour buses (1 red dot)</p> <p>Create better design at Fraser and Broadway by integrating all transit modes</p> <p>Install additional bus stop for bus route #84 across from Northern Way Housing Coop in front of Campus</p> <p>Need community shuttle especially for seniors and special needs</p>	<p>addition of new transit routes, changes to routes, increased frequency of service and more community shuttles.</p> <p>Transportation Plan: accommodates the expected growth in demand for transportation in the city through an expansion of transit, and by encouraging walking and biking for short local trips. As well as allowing city residents to rely less on the car, an important aim of the Transportation Plan is to help to reduce the impact of traffic on residential streets and neighbourhood centres.</p> <p>UBC Line: In January 2008, the Province of British Columbia announced a \$14 billion Provincial Transit Plan, including provisions for high capacity rapid transit serving the Broadway Corridor from Commercial Drive to UBC. A major study is now underway to determine the best alignment and technology. The City of Vancouver, Metro Vancouver, UBC, and the University Endowment Lands are directly involved as partner agencies.</p> <p>Community Shuttle Buses: Translink is responsible for the planning and operations of Community Shuttle buses in Vancouver (and Metro Vancouver). Community Shuttle routes operate in areas that do not require the capacity of conventional buses but still need some service, providing better connections to local and regional transit services. They are operated by smaller 20-seat mini-buses.</p>	<p><i>Mall and Market Place Mall (mainly for elderly and disabled)</i></p> <ul style="list-style-type: none"> • <i>A Broadway/Fraser community shuttle to Fraser/8th, 8th, Glen, 7th, east then to Keith (next to SPCA) return GNW, Knight ,Broadway, Glen, Fraser</i> • <i>run SkyTrain 24 hours a day (2 green dots)</i> • <i>earlier start times for SkyTrain on weekends and holidays (3 green dots, 2 red dots)</i> • <i>put in tram from Science World to Chinatown/Gastown/Stanley Park/ Yaletown – with connection to GNW and VCC too (3 green dots)</i> • <i>install streetcars along Main St to connect with Downtown Streetcar system</i> • <i>more frequent night bus service</i> • <i>extend SkyTrain west under Broadway to UBC</i> • <i>ask TransLink’s UBC Line planning team to meet with Mount Pleasant resident to explain options being considered (5 green dots)</i> • <i>extend the demonstration tram from Olympic Village along 1st Ave to VCC SkyTrain station (2 green dots, 2 red dots)</i> • <i>continue Millennium Line to at least “Finning Station”, just one more stop</i> • <i>extend Millennium Line to UBC note just part way, 99 B-Line is always packed – SkyTrain/rapid transit or other technology</i> • <i>have more than one entry/exit for rapid transit stations to reduce the number of streets to cross</i> • <i>extend transit hours to 2/3 am and extended weekend hours</i> • <i>provide incentives to cabs to travel to suburbs</i>