



Workshop #4 – Connections, Places & Character

April 28, 2009, Vancouver Alpen Club

Table Topic #1 Summary: Traffic, Transit and Pedestrians

Group 1: approx. 10 participants Group 2: approx. 9 participants

Pedestrian/Bike Issues

- Gladstone Bike Route has speed humps, street jogs that make it difficult to manoeuvre; light at Kingsway works well
- Jay walking on Kingsway between Gladstone & Nanaimo is a problem; need more protected crossings here and also between Slocan and Earles
- Completion of missing sidewalks should be a priority:
 - Near Brock Park
 - Along Clarendon St - west side, Kingsway to 29th Avenue
 - Routes leading to SkyTrain
 - Residents shouldn't have to pay
 - Penticton St: curbs were put in but no sidewalk
- Curb ramps placed at diagonal were problematic (city policy is now to have two, facing each direction)
- BC Parkway:
 - Connection @ Slocan & 29th Ave has been cut off; trees were cut back, properties encroach; needs to be fixed/opened
 - Steps west of Slocan are a problem & should be removed
 - Improvements needed as this is preferable to Kingsway as a crosstown route
- Lighting on east side of ravine is needed
- Lighting in Slocan Park is good
- Long term objective for greenway along sewer ROW; Duchess Street works in the interim
- Pedestrian signal needed at 41st and Gladstone
- Safety at 29th & Slocan is a concern; street is wide & busy with cyclists & buses; speeds should be slower
- Kingsway/College/School short cut to Rupert St is dangerous (by Dairy Queen)
- Vanness St. is dangerous; should consider making it one-way for car traffic
- 29th Station
 - new lighting has helped
 - staff were unresponsive at time of bathroom fire in Slocan Park
 - bike parking needed (e.g. as in Beijing, Europe)
 - multi-use of streets for bikes, pedestrians and care is needed
 - last car on Skytrain should be reserved for bikes, skateboards

Clarendon Connector

- people feel unsafe at 34th Avenue
- proposal may cause more traffic & idling on Slokan and standing traffic along 33rd between Kingsway & Clarendon
- will need left turn light southbound onto Clarendon (from 33rd Ave.)
- 2 northbound lanes approaching 33rd on Clarendon may be needed; including a right turn lane (onto 33rd Ave.)
- Keeping Nanaimo open (2-way) south of 33rd is okay
- are bulges at 34th needed? Would it slow down traffic too much?
- "little Slokan" - possible to use it for parking?
- Bike/pedestrian light at 38th and Clarendon needed (38th is the Ridgeway Bike Route and a route to Cunningham Elementary School)
- Proposal seems fine but can it better accommodate bikes (e.g. message width of bulges)
- Proposal won't make route more convenient or attractive to some
- general agreement on the proposal ("as long as sidewalks provided")

Transit

- #19 bus is irregular
- Shuttle needed for seniors - more a concern in Renfrew Collingswood generally
- More dedicated bus lanes may be needed
- Streetcar on Kingsway?
- Kingsway B-Line from New Westminster to Downtown would help take traffic off the street
- 4-train wait on SkyTrain is common at peak times; need more trains/cars
- Nanaimo Station needs multiple entrance points (like Downtown stations)
- Daylighting Still Creek at 29th Station; platform extension needs to accommodate this
- Need some trains to turn around and pick up people between certain segments (to resolve crowding)
- 41st B-Line (upgraded Route #43) should be to Joyce Station (not just between Cambie and UBC, if that is what is proposed)
- Need more buses, but network coverage is good

Other

- 29th Avenue reclassification should be done ahead of others