

Transportation Workshop Summary

Marpole Community Plan Phase II

On March 6, 2013, the City held a Transportation Workshop to receive further feedback on emerging transportation strategies that will become part of the Marpole Community Plan.

The Transportation Workshop focused on a number of themes in relation to Marpole:

1. Walking and cycling
2. Transit and motor vehicles
3. Taming the arterials

Over 60 participants attended the workshop. Participants were divided into 4 discussion tables, one of which was conducted in Chinese. Discussions at each table were facilitated by City staff and recorded by a note-taker. The following section highlights the key ideas* from these discussions.

*This summary is our best attempt to capture the key ideas and messages (comments which were brought up several times) from the workshop. All comments shared at the workshop were recorded and will be considered, along with this summary, in the development of the Marpole Community Plan.



Key Ideas

Walking and Cycling

- Address pedestrian and cycling safety along busy arterials such as Oak St, Cambie St, W 70th Ave, SW Marine Dr.
 - Wider sidewalks, buffers, and remove pinch points.
- Support Fraser River trail along the waterfront; link this trail to existing greenways and bike routes.
- Need safer cycling and pedestrian connection across the Fraser River via the Arthur Laing Bridge.
- Add pedestrian/cycling signals, especially at:
 - Oak St. and W 64th Ave.
 - West Boulevard and W 60th Ave.
 - Oak St. and W 71st Ave.
- Improve pedestrian and cycling crossings at the following intersections:
 - Oak St. and Park Dr.
 - Cambie St. and SW Marine Dr.
- Add count down timers.
- Wider sidewalks and reduce hedges that grow over sidewalks, especially on arterials with heavy traffic volumes (e.g. Oak, SW Marine and W 70th Ave.)
- More covered bus stops.
- Improve cycling connections to the Canada Line Bridge, particularly on along Kent Ave. (north and south).
- Traffic calm around Ebisu Park and Marpole's schools.
- More lighting on French St. and W 67th Ave. between Granville and Oak.
- Connect SW Marine Drive down to the Fraser River.

Transit

- Improve frequency of buses.
- Better bus service on Granville St., especially since the removal of the #98-Blaine.
- Concerned about the safety and design of the Marpole Bus Loop. Loop needs more shelter and better connections to the surrounding area.
- Use the Arbutus Corridor as a Light Rapid Transit (LRT) line to move people and goods.

Motor Vehicles

- Improve Oak Street experience by addressing congestion and high vehicles speed.
 - Concern for pedestrian safety.
 - Difficult to turn left heading north or south on Oak St.
 - Support the redesign of the Oak St. bridge off ramp (cloverleaf).
- Some concern that densification on arterials may add to congestions and increased truck traffic.
- Improve intersection at Oak and W 70th Ave. Change signal timing to reduce congestion.
- Improve intersection at Park and Oak St. Currently unsafe for vehicles.

- East-West connection at Granville and W 64th Ave. is an important connection for vehicles.

Taming the Arterials

- Increased density at Oak and W 67th Ave. would improve this intersection. Would like to see landscaping, a median down Oak St., and increased sidewalk space along Oak St.
- Build apartments along Oak St. (between SW Marine and W 72nd Ave.) to buffer traffic and as a land-swap for converting the exit ramp into a park.
- More frequent bus service on Granville St. as well as more East-West connections.
- Fully realize the potential of the Arbutus corridor (e.g. use more effectively as a family place and a cycling connection).
- Divert some/all truck traffic off W 70th Ave. If W 70th became less of a major arterial then the apartment area could have more breathing space and connect better with the residential area to the north.
- Make W 70th Ave. more pedestrian friendly.
- Tighten turning radius on the northeast corner of W 70th Ave. and Granville St. to make it safer for pedestrians.
- Remove clover-leaf/loop north of the Oak St. bridge and consolidate green space with tennis courts. The green space in the middle of the loop is currently unusable.
 - Divert cars onto W 71st Ave., otherwise tennis courts will be surrounded by streets.
- Reduce speed limit off the Oak St. bridge (heading north) to 50 km/h, then 30km/h, as a signal that drivers are entering Vancouver.
- Remove rush regulations on arterials so we can add parklets and bus bulges. These additions will make service more efficient and create a better pedestrian environment.
- Normalize intersections throughout Marpole to make them safer.
- New light at Angus and SW Marine Dr. has been diverting traffic down Angus Dr.
- Businesses south of SW Marine Dr. are losing clients because no one wants to/can walk there.

Who attended the workshop?

An evaluation form, which was distributed at the end of the workshop, included some demographic questions. These questions allowed us to get a better idea of who attended the workshop. Here a summary of this data:

- Gender: about 50% male, 50% female
- Age: wide range of ages, with slightly more participants between 55 and 74 yrs.
- Tenure: more home-owner than renters; however, many participants indicated that they lived in the apartment area south of W 70th Ave.
- Residents: more than half of the participants had lived in Marpole for more than 15 years.