

Marpole Community Plan - Transportation 2040 Community Meeting

RAW Notes

July 4, 2012 - 7:00-9:00pm

Marpole Place Neighbourhood House - Pam Hall - 1305 W.70th Avenue

Staff attendance:

Lil Ronalds - Marpole Plan, Planner

Jim Bailey - Community Planning, Senior Planner

Paul Krueger - Transportation Plan, Planner

Marnie McGregor - Stakeholder and Community Active Transportation Relations, Lead Co-ordinator

Mike Henderson - Transportation Plan, Engineer

Martin Hansen - Strategic Transportation Planning Branch, Engineering Assistant

As part of the Transportation 2040 Plan Phase 2, staff met with 20 community members to identify gaps and highlight areas for improvement for cycling, walking, and transit for getting around in Marpole. The plan will provide a vision for the next 30 years, and guide transportation decisions for how people and goods will move in and around Vancouver for the next 15 years.

Below are the notes taken by staff who attended the meeting.

- Prioritize high quality pedestrian and cycling connections to schools, community centre, neighbourhood house, libraries, senior centres, and other community and civic facilities. This includes reducing speed limits and adding more crosswalks at the above mentioned locations.
- Improve pedestrian connectivity and crossing safety at Marine Drive station.
- More bike/ walk connections to Canada Line Bridge from all directions.
- Improve access to Fraser River waterfront: bike/ walk connections along Fraser River, parks space.
- Improve hostile pedestrian environment, especially on Granville, Oak, and Marine Drive.
- Restore crossings where they are currently banned (i.e., Park Drive/ Oak, 70th / Oak, 71st).
- Improve bike network quality and connectivity, especially east-west.
- Key message: Transportation and traffic impacts in Marpole are a threat to the health and function of the “community”.
- Monitor traffic volumes on Cambie, Oak, and Granville to get an understanding of trends, as well as impacts of Canada Line.
- Explore removing rush regulations in commercial high street part of Granville.
- Improve intersection at 70th and SW Marine.
- Remove awkward sign on north end of Oak Bridge.
- Normalize intersection at 73rd / SW Marine - could be facilitated through adjacent redevelopment.

- Road network discontinuities south of Marine (e.g., 75th Ave north of existing TransLink site).
- Awkward, unsafe intersections for pedestrians (especially Oak, Marine, 73rd area).
- More bike routes.
- Silvertree site - potential for park and/or trail.

Issues:

- Need more monitoring.
- Trucks on North Arm River increasing and will continue to increase with SW Marine Drive retail development and increase in traffic.
- Transportation out to central City.
- Marpole the victim of commuter and regional commercial traffic.
- Kent Avenue warehouses not using rail or water, all trucks.
- Richmond has condos on their side and Vancouver has industrial.
- Oak street- why isn't it a rapid transit corridor?
- How can it be improved when there is so much traffic?
- Vehicle volumes on Oak- have they gone up since the Canada Line?
- Need to enhance Granville Street for pedestrians.
- Need more buses and rapid transit.
- Marpole on the receiving end of all regional traffic and no improvements have been made.
- Not safe for children to ride bikes in this neighbourhood.
- Need clear directions for developers including maximum capacity.
- Fraser River will flood eventually.
- Need street-end improvements- pearls on the string.
- Model corporate citizens sponsoring parks.
- With many transportation players, need to identify community improvements that we can do immediately rather than waiting for alignment and many levels of government.
- How different is this from the 1997 plan?
- Transportation is currently a threat to the community and need to be compensated.
- Oak street land use changes hopefully will reduce traffic and increase transit, include crosswalks etc.
- Need to carefully monitor regional development and the impact on the local area.
- Rail traffic in Marpole- Fraser line?
- Want to use existing rail infrastructure but how feasible is it?
- City/regional road pricing rising gas prices, how does this affect traffic volumes?
- How does City's plan put pressure on TransLink to get moving on increased service and frequency?
- Fraser Greenway private land owners, how will this area be used?
- Transit is already at maximum capacity.